NEW ORLEANS

LEGEND

SOUTH ← → NORTH

Airports having Control Towers are shown in Blue, all others in Magenta. Consult Airport/Facility Directory (A/FD) for details involving airport lighting, navigation aids, and services. For additional symbol information refer to the Chart User's Guide.

AIRPORTS

Other than hard-surfaced runways — Seaplane Base

Hard-surfaced runways 1500 ft. to 8069 ft. in length

Hard-surfaced runways greater than 8069 ft. or some multiple runways less than 8069 ft.

Open dot within hard-surfaced runway configuration indicates approximate VOR, VOR-DME, or VORTAC location.

All recognizable hard-surfaced runways, including those closed, are shown for visual identification. Airports may be public or private.

ADDITIONAL AIRPORT INFORMATION

Private "(Pvt)" - Non-public use having emergency or landmark value

Military - Other than hard-surfaced; all military airports are identified by abbreviations AFB, NAS, AAF, etc. DoD users, for complete airport information consult DoD FLIP.

Heliport Selected — Unverified — Abandoned - paved having landmark value, 3000 ft. or greater — Ultralight Flight Park Selected

Services - fuel available and field tended during normal working hours depicted by use of ticks around basic airport symbol. (Normal working hours are Mon thru Fri 10:00 A.M. to 4:00 P.M. local time.) Consult A/FD for service availability at airports with hard-surfaced runways greater than 8069 ft.

Rotating airport beacon in operation Sunset to Sunrise

AIRPORT DATA

Box indicates FAR 93 Special Air Traffic Rules & Airport Traffic Patterns.

FSS — NO SVFR — NAME (NAM) (PNAM) — CT - 118.3 ★ ATIS 123.8 — 285 L 72 122.95 — RP 23, 34 — VFR Advsy 125.0 — AOE

Runways with Right Traffic Patterns (public use) — RP * Special conditions exist - see A/FD.

FAR 91 — Location Identifier — ICAO Location Indicator shown outside contiguous U.S. — UNICOM — Airport of Entry

FSS - Flight Service Station

NO SVFR - Fixed-wing special VFR flight is prohibited.

CT - 118.3 - Control Tower (CT) - primary frequency

★ - Star indicates operation part-time. See tower frequencies tabulation for hours of operation.

Ⓒ - Common Traffic Advisory Frequency (CTAF)

ATIS 123.8 - Automatic Terminal Information Service

ASOS/AWOS 135.42 - Automated Surface Weather Observing Systems (shown where full-time ATIS not available). Some ASOS/AWOS facilities may not be located at airports.

UNICOM - Aeronautical advisory station

VFR Advsy - VFR Advisory Service shown where full-time ATIS not available and frequency is other than primary CT frequency.

285 - Elevation in feet

L - Lighting in operation Sunset to Sunrise

*L - Lighting limitations exist; refer to Airport/Facility Directory.

72 - Length of longest runway in hundreds of feet; usable length may be less.

When information is lacking, the respective character is replaced by a dash. Lighting codes refer to runway edge lights and may not represent the longest runway or full length lighting.

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled and reserved airspace effective below 18,000 ft. MSL are shown on this chart. All times are local.

Class B Airspace

Class C Airspace Mode C - see FAR 91.215/AIM.

Class D Airspace

Ceiling of Class D Airspace in hundreds of feet (A minus ceiling value indicates surface up to but not including that value)

Class E (sfc) Airspace

Class E Airspace with floor 700 ft. above surface

Class E Airspace with floor 1200 ft. or greater above surface that abuts Class G Airspace

2400 MSL / 4500 MSL — Differentiates floors of Class E Airspace greater than 700 ft. above surface.

Class E Airspace exists at 1200' AGL unless otherwise designated as shown above.

Class E Airspace low altitude Federal Airways are indicated by center line. Intersection - Arrows are directed towards facilities which establish intersection.

132° — V 69 — 169 — Total mileage between NAVAIDs on direct Airways

Class E Airspace low altitude RNAV Routes are indicated by center line. — GRANT — T 319 — RNAV waypoint and name

Prohibited, Restricted, and Warning Areas; Canadian Advisory, Danger, and Restricted Areas

Alert Area and MOA - Military Operations Area

Special Airport Traffic Area (See FAR 93 for details.)

ADIZ - Air Defense Identification Zone

MODE C (See FAR 91.215/AIM.)

National Security Area

Terminal Radar Service Area (TRSA)

IR211 — MTR - Military Training Route

COMMUNICATION BOXES

122.1R 122.6 123.6 — OAKDALE — 382 116.8 OAK — 122.1R — CHICAGO CHI

Heavy line box indicates Flight Service Station (FSS). Frequencies 121.5, 122.2, 243.0 and 255.4 (Canada - 121.5, 126.7 and 243.0) are available at many FSSs and are not shown above boxes. All other frequencies are shown.

Underline indicates no voice on this frequency.

Crosshatch indicates Shutdown status.

★ - Operates less than continuous or On-Request.

Ⓐ - ASOS/AWOS — Ⓗ - HIWAS — Ⓣ - TWEB

R - Receive only

122.1R — MIAMI — FSS radio providing voice communication

Frequencies above thin line box are remoted to NAVAID site. Other FSS frequencies providing voice communication may be available as determined by altitude and terrain. Consult Airport/Facility Directory for complete information.

RADIO AIDS TO NAVIGATION

VHF OMNI RANGE (VOR) — Non-Directional Radiobeacon (NDB)

VORTAC — NDB - DME

VOR-DME

Other facilities, i.e., FSS Outlet, RCO, etc.

OBSTRUCTIONS

1000 ft. and higher AGL — below 1000 ft. AGL

Group Obstruction

Obstruction with high-intensity lights; may operate part-time.

2049 — Elevation of the top above mean sea level

(1149) — Height above ground

UC — Under construction or reported; position and elevation unverified

NOTICE: Guy wires may extend outward from structures.

TOPOGRAPHIC INFORMATION

Roads & Road Markers — Railroad — Power Transmission Line — Aerial Cable

Landmark Feature - stadium, factory, school, golf course, etc.

Outdoor Theater — Lookout Tower 618 (Elevation Base of Tower) — CG Coast Guard Station — Race Track — Tank - water, oil or gas — Oil Well — Water Well — Mine or Quarry — Mountain Pass 11823 (Elevation of Pass)

(Pass symbol does not indicate a recommended route or direction of flight and pass elevation does not indicate a recommended clearance altitude. Hazardous flight conditions may exist within and near mountain passes.)

Perennial Lake — Dams — Rocks — Non-Perennial Lake — Bridges and Viaducts

MISCELLANEOUS

-1°E — Isogonic Line (2005 VALUE)

Ultralight Activity — Flashing Light

Hang Glider Activity — Marine Light

Glider Operations

Parachute Jumping Area (See Airport/Facility Directory.)

VPXYZ — NAME (VPXYZ) — VFR Waypoints (See Airport/Facility Directory for latitude/longitude.)

NEW ORLEANS
SECTIONAL AERONAUTICAL CHART

SOUTH ← → NORTH

SCALE 1:500,000

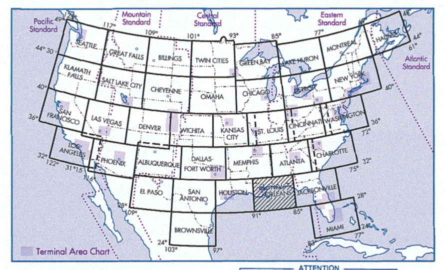
Lambert Conformal Conic Projection Standard Parallels 25°20' and 30°40'
Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

86 TH EDITION EFFECTIVE 0901Z 3 JUN 2010
TO 0901Z 18 NOV 2010

Includes airspace amendments effective 3 JUN 2010 and all other aeronautical data received by 8 APR 2010

Information on this chart will change; consolidated updates of chart changes are available every 56 days in the AIRPORT/FACILITY DIRECTORY Chart Bulletin section (online at http://aeronav.faa.gov). Consult appropriate NOTICES TO AIRMEN (NOTAMs) and other FLIGHT INFORMATION PUBLICATIONS (FLIPs) for the latest changes.

PUBLISHED IN ACCORDANCE WITH INTERAGENCY AIR CARTOGRAPHIC COMMITTEE SPECIFICATIONS AND AGREEMENTS, APPROVED BY:
DEPARTMENT OF DEFENSE • FEDERAL AVIATION ADMINISTRATION



ATTENTION

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF). The Maximum Elevation Figures shown in quadrangles bounded by ticked lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level. The MEF is based on information available concerning the highest known feature in each quadrangle, including terrain and obstructions (trees, towers, antennas, etc.).

Example: 12,500 feet 12⁵

CONTOUR INTERVAL 500 feet
Intermediate contours 250 feet
Auxiliary contours 100 foot intervals

HIGHEST TERRAIN elevation is 720 feet located at 32°11'N - 84°42'W

Spot elevation .... •4254
Approximate elevation .... x 3200
Doubtful locations are indicated by omission of the point locator (dot or "x")

720 — Sea level

MILITARY TRAINING ROUTES (MTRs)

All IR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route and the route designator are depicted - route widths and altitudes are not shown.

Since these routes are subject to change every 56 days, and the charts are reissued every 6 months, you are cautioned and advised to contact the nearest FSS for route dimensions and current status for those routes affecting your flight.

Routes with a change in the alignment of the charted route centerline will be indicated in the Aeronautical Chart Bulletin of the Airport/Facility Directory.

DoD users refer to Area Planning AP/1B Military Training Routes North and South America for current routes.

CONVERSION OF ELEVATIONS

FEET (Thousands) 0 2 4 6 8 10 12 14 16 18 20 22 24 26 28 30
METERS (Thousands) 0 1 2 3 4 5 6 7 8 9

Published by the U.S. Department of Transportation
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http://aeronav.faa.gov

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NSN 7641014100169 — EFF. DATE 10154
NGA REF. NO. SECXXNEWORLEANS

PLOTTING DIRECT ROUTE ON NORTH/SOUTH SIDE

There are approximately two minutes of latitude overlap between the north and south sides of each sectional/WAC chart. To plot a course line from one side to the other, the user must first locate two pair of corresponding latitude tick marks, one pair on each side of the chart and follow the steps below.

STEP 1 - Draw a horizontal line (MATCH LINE) between each pair of corresponding latitude tick marks on each side of the chart just to the left or right of where your plot line crosses. (Figure 1)

STEP 2 - Decide which side of the chart has the departure or destination point closer to the edge of the chart. On that side, line up a blank piece of paper along the MATCH LINE (the paper should be completely on the chart, not extending beyond its edge).

STEP 3 - Slide the paper sideways left or right so that a side edge of the paper aligns with the departure or destination point (POINT A). Make a MARK A on edge of the paper where it meets that point.

STEP 4 - Without moving the paper, on the same edge as MARK A, extend a short line on the chart from the corner of the paper where it meets the MATCH LINE out to the edge of the chart. Make that LINE B.

STEP 5 - Turn the chart over and transfer the end of LINE B to the other side, and extend it straight to the MATCH LINE. (Figure 2)

STEP 6 - Take the sheet of paper with MARK A on it and align the top or bottom edge of the paper with the MATCH LINE and its side edge with LINE B with the bulk of the sheet extending off of the chart. Plot a line from MARK A to the departure or destination point (POINT B).

STEP 7 - Where your plot line crosses the MATCH LINE make a MARK C. Extend a line straight from that mark to the edge of the chart.

STEP 8 - Turn the chart back over and transfer MARK C to that side and extend it to the MATCH LINE. Plot a line from MARK C to the destination. (Figure 3)

Figure 1: NORTH SIDE — Sheet of paper — POINT A — MARK A — MATCH LINE — Overlap area — LINE B

Figure 2: same latitude — Overlap area — MATCH LINE — MARK A — MARK C — LINE B (transferred) — SOUTH SIDE — POINT B

Figure 3: NORTH SIDE — POINT A — MATCH LINE — LINE B — MARK C (transferred) — Overlap area

CONTROL TOWER FREQUENCIES ON NEW ORLEANS SECTIONAL CHART

Airports with control towers are indicated on the face of the chart by the letters CT followed by the primary VHF local control frequency(ies). Information for each tower is listed in the table below. Operational hours are local time. The primary VHF and UHF local control frequencies are listed. An asterisk (*) indicates the part-time tower frequency is remoted to a collocated full-time FSS for use as Airport Advisory Service (AAS) during hours the tower is closed. The primary VHF and UHF ground control frequencies are listed.

Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart are primary arrival VHF/UHF frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours.

ASR and/or PAR indicate Radar Instrument Approach available.

"MON-FRI" indicates Monday through Friday.

CONTROL TOWER	OPERATES	TWR FREQ	GND CON	ATIS	ASR/PAR
CAIRNS AAF (FT RUCKER)	0600-0100 MON-FRI	135.2 248.55	121.9 288.25	111.2 316.15	ASR/PAR
CHOCTAW NOLF	0600-2400 MON-FRI EXC HOL	121.4 305.75 380.8		282.0	
DOTHAN RGNL	0600-2100 MON-FRI 0800-2000 SAT-SUN	118.4 257.6	121.7 348.6	135.72	
DUKE (EGLIN AF AUX NR 3)	0900-2400 MON-FRI EXC HOL	133.2 290.425	251.125		
EGLIN AFB	CONTINUOUS	118.2 353.65	121.8 335.8	134.625 273.5	
GULFPORT-BILOXI INTL	0600-2300	123.7 339.8	120.4 348.6	119.45	ASR
HAGLER AAF	0630-1500	126.2 241.0			
HANCHEY AHP (FT RUCKER)	0645-0130 MON-FRI EXC HOL O/T CTC CAIRNS TWR	141.8 387.85	149.6 225.575	141.375	
HOUMA-TERREBONNE	0600-1900	125.3 346.3	121.8	120.25	
HURLBURT	CONTINUOUS	126.5 351.675	123.975 275.8	360.675	
KEESLER AFB	0800-2300 MON-FRI 1100-1700 SAT-SUN EXC HOL	120.75 269.075	121.8 275.8	281.55	
KNOX AHP	0800-1700 MON-FRI EXC HOL	141.8 387.7			
LAKEFRONT	0800-1800	119.9	121.7	124.9	
LOUIS ARMSTRONG NEW ORLEANS INTL	CONTINUOUS	119.5 254.3	121.9 273.525	127.55	ASR
LOWE AHP (FT RUCKER)	0700-0100 MON-FRI EXC HOL	141.3 289.15	357.15	361.1	
MOBILE DOWNTOWN	0700-2200 MON 0330-2200 TUE-FRI 0400-1900 SAT 0700-1900 SUN	118.8 251.1	121.7 239.3	135.575	
MOBILE RGNL	0600-2300	118.3 239.0	121.9 348.6	124.75 257.85	ASR
NEW ORLEANS NAS JRB/CALLENDER	0700-2300	123.8 340.2	121.6 382.8	276.2	ASR/PAR
NORTHWEST FLORIDA-PANAMA CITY INTL	0600-2200	118.95	121.65	119.975	
PANAMA CITY-BAY CO INTL	0600-2200	120.5 269.0	121.65	119.975	
PENSACOLA NAS/SHERMAN	0700-2300 MON-FRI 1000-1730 SAT 1300-2030 SUN HOL BY NOTAM	120.7 340.2	121.7 336.4	124.35 266.8	ASR/PAR
PENSACOLA RGNL	0530-2300	119.9 257.8	121.9 348.6	121.25	
SHELL AHP	0630-2400 MON-FRI EXC HOL	140.3 244.5	148.8 310.6		
SOUTH ALABAMA RGNL	0630-1700 MON-FRI EXC HOL	119.55 217.75	121.9 273.45		
STENNIS INTL	0700-2100	127.15	121.725		
TRENT LOTT INTL	0500-2000 MON-FRI 0800-1800 SAT-SUN	118.575	121.725	135.175	
TROY	0830-1630 MON-FRI EXC HOL	124.3 306.9	121.9 263.125	120.925	ASR/PAR
TYNDALL AFB	0600-2200 MON-FRI 0900-1700 SAT-SUN CLSD HOL & ASSOC WKNDS	133.95 263.15	121.9 259.3	254.4	ASR/PAR
WHITING NAS NORTH	0600-2100 MON-THU 0530-1930 FRI EXC HOL	121.4 306.925	251.15	290.325	ASR
WHITING NAS SOUTH	0800-2400 MON-THU 0800-2200 FRI 1800-2200 SUN EXC HOL	121.4 348.675	346.8	273.575	ASR

CLASS B, CLASS C, TRSA AND SELECTED RADAR APPROACH CONTROL FREQUENCIES

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
NEW ORLEANS CLASS B	123.85 256.9 (SE SOUTH) 125.5 350.35 (WEST) 133.15 290.3 (NORTH-EAST)	CONTINUOUS
MOBILE CLASS C	118.5 269.3 (320°-139°) 121.0 307.1 (140°-319°) O/T 127.65 288.15 HOUSTON CNTR	0600-2300 O/T CLASS E
PENSACOLA CLASS C	118.6 351.825 (251°-339°) 119.0 269.375 (340°-159°) 120.05 372.0 (160°-250°)	0530-2300 O/T CLASS E
PENSACOLA NAS CLASS C	120.05 372.0	0700-2300 MON-FRI 0800-1600 SAT 1400-2200 SUN HOL BY NOTAM O/T CLASS G
NAS WHITING CLASS C	126.85 291.625	0600-2400 MON-THU 0530-2400 FRI 1800-2200 SUN EXC HOL O/T CLASS E ABV 700' AGL
GULFPORT TRSA	124.6 354.1 (130°-309°) 127.5 254.25 (310°-129°) O/T 127.65 288.15 HOUSTON CNTR	0600-2300
CAIRNS AAF RADAR	121.1 319.25 (341°-020°) 125.4 327.125 (021°-120°) 133.45 239.4 (220°-340°) 133.75 270.35 (121°-219°) O/T 134.3 353.5 JACKSONVILLE CNTR	CONTINUOUS TUE-SAT 0600-2300 SUN-MON
DUKE RADAR (EGLIN AF AUX NR 3)	125.1 281.45 (271°-089°) 132.1 360.6 (090°-270°)	CONTINUOUS
EGLIN AFB RADAR	125.1 281.45 (271°-089°) 132.1 360.6 (090°-270°)	CONTINUOUS
HANCHEY AHP RADAR	121.1 319.25 O/T 134.3 353.5 JACKSONVILLE CNTR	CONTINUOUS TUE-SAT 0600-2300 SUN-MON
HURLBURT RADAR	132.1 360.6	CONTINUOUS
KNOX AHP RADAR	125.4 327.125 O/T 134.3 353.5 JACKSONVILLE CNTR	CONTINUOUS TUE-SAT 0600-2300 SUN-MON
LOWE AHP RADAR	133.45 239.4 O/T 134.3 353.5 JACKSONVILLE CNTR	CONTINUOUS TUE-SAT 0600-2300 SUN-MON
SHELL AHP RADAR	133.45 239.4 O/T 134.3 353.5 JACKSONVILLE CNTR	CONTINUOUS TUE-SAT 0600-2300 SUN-MON
TYNDALL AFB RADAR	119.1 379.3 (NORTH BELOW 5000') 125.2 292.1 (NORTH ABOVE 5000') 124.15 307.8 (SOUTH BELOW 5000') 119.775 338.35 (SOUTH ABOVE 5000') O/T 119.1 379.3 JACKSONVILLE CNTR	0600-2200 MON-FRI 0900-1700 SAT-SUN EXC HOL & ASSOC WKNDS

O/T- Indicates Other times

SPECIAL USE AIRSPACE ON NEW ORLEANS SECTIONAL CHART

Unless otherwise noted altitudes are MSL and in feet. Time is local.
"TO" an altitude means "To and including."
FL - Flight Level
NO A/G - No air to ground communications.
Contact nearest FSS for information.

† Other times by NOTAM.
NOTAM - Use of this term in Restricted Areas indicates FAA and DoD NOTAM systems. Use of this term in all other Special Use areas indicates the DoD NOTAM system.

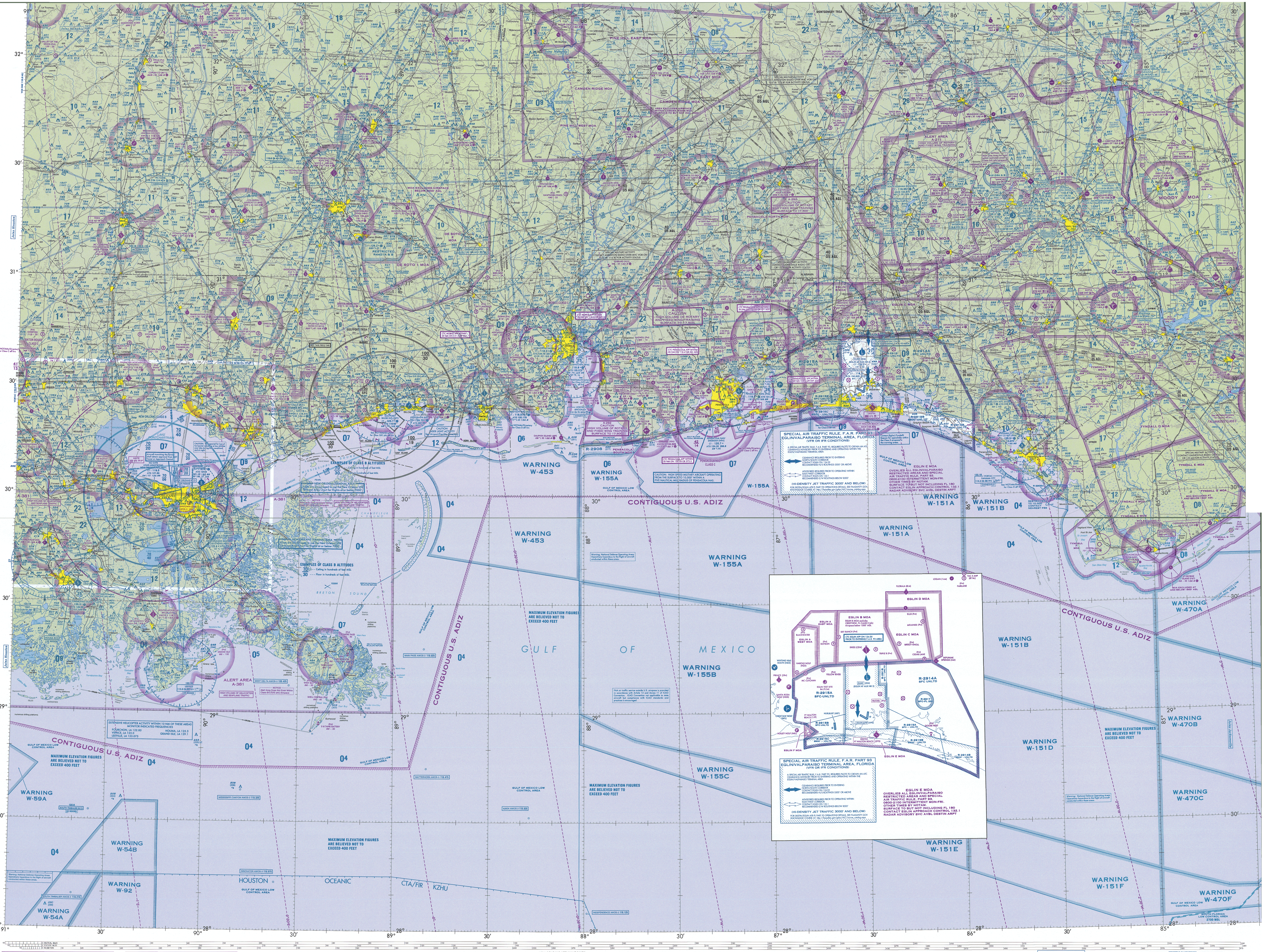
U.S. P-PROHIBITED, R-RESTRICTED, W-WARNING, A-ALERT, MOA-MILITARY OPERATIONS AREA

NUMBER	ALTITUDE	TIME OF USE	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
R-2103A	TO BUT NOT INCL 10,000	CONTINUOUS	CAIRNS APP	
R-2103B	10,000 TO 15,000	BY NOTAM 6 HRS IN ADVANCE	JACKSONVILLE CNTR	
R-2905A,B	TO 10,000	INTERMITTENT BY NOTAM	TYNDALL APP	
R-2908	TO 12,000	NOV-DEC 0800-1600 MON-FRI † 24 HRS IN ADVANCE	PENSACOLA TRACON	
R-2914A	UNLIMITED EXCL AIRSPACE WITHIN R-2917	CONTINUOUS	JACKSONVILLE CNTR	
R-2914B	8500 TO UNLIMITED	CONTINUOUS	JACKSONVILLE CNTR	
R-2915A,B	UNLIMITED	CONTINUOUS	JACKSONVILLE CNTR	
R-2915C	8500 TO UNLIMITED	CONTINUOUS	JACKSONVILLE CNTR	
R-2917	TO BUT NOT INCL FL 230	CONTINUOUS	EGLIN APP	
R-2918	UNLIMITED	CONTINUOUS	JACKSONVILLE CNTR	
R-2919A	UNLIMITED	CONTINUOUS	JACKSONVILLE CNTR	
R-2919B	8500 TO UNLIMITED	CONTINUOUS	JACKSONVILLE CNTR	
R-4401A	TO 4000	BY NOTAM 24 HOURS IN ADVANCE	HOUSTON CNTR	
R-4401B	4000 TO 18,000	BY NOTAM 24 HOURS IN ADVANCE	HOUSTON CNTR	
R-4403	TO 5000	INTERMITTENT 0600-2300 † 24 HRS IN ADVANCE	HOUSTON CNTR	
W-54A	TO FL 400	0700-2400†	HOUSTON CNTR	
W-54B	TO BUT NOT INCL FL 240	0700-2400†	HOUSTON CNTR	
W-59A	5000 TO FL 500	0900-2100†	HOUSTON CNTR	
W-92	TO FL 400	0700-2400	HOUSTON CNTR	
W-151A,B,C,D	UNLIMITED	0600-0130†	JACKSONVILLE CNTR	
W-151E,F	UNLIMITED	INTERMITTENT BY NOTAM	JACKSONVILLE CNTR	
W-155A,B,C	TO FL 600	0700-2300 MON-FRI†	JACKSONVILLE CNTR	
W-453	TO FL 500	INTERMITTENT SR-SS†	HOUSTON CNTR	
W-470A,B,C	UNLIMITED	0600-0030†	JACKSONVILLE CNTR	
W-470F	UNLIMITED	INTERMITTENT BY NOTAM	JACKSONVILLE CNTR	
A-211	TO 5000	0600-2200 MON-FRI	NO A/G	
A-292	TO 3000 WITHIN FEDERAL AIRWAYS; OTHERWISE TO FL 175	SR-0100 MON-FRI SR-SS SAT	NO A/G	
A-381	TO 2000	SR-SS	NO A/G	

MOA NAME	ALTITUDE*	TIME OF USE †	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
CAMDEN RIDGE	500 AGL TO BUT NOT INCL 10,000	0700-2300	ATLANTA CNTR	
DE SOTO 1	500 AGL TO 10,000	0830-1730 MON-FRI	HOUSTON CNTR	
DE SOTO 2	100 AGL TO 5000	0830-1730 MON-FRI	HOUSTON CNTR	
EGLIN A EAST & WEST EGLIN B, C	1000 AGL (OCCASIONALLY 200 AGL BY NOTAM)	INTERMITTENT 0600-2100 MON-FRI	JACKSONVILLE CNTR	
EGLIN D	1000 AGL TO 3000	INTERMITTENT 0600-2100 MON-FRI	JACKSONVILLE CNTR	
EGLIN E, F	SURFACE	INTERMITTENT 0600-2100 MON-FRI	JACKSONVILLE CNTR	
MOODY 3	8000	0600-0200 MON-FRI	JACKSONVILLE CNTR	
PENSACOLA NORTH	10,000	SR-SS MON-SAT OCCASIONAL NIGHTTIME OPS UNTIL MIDNIGHT	JACKSONVILLE CNTR	
PENSACOLA SOUTH	10,000	INTERMITTENT SR-2400 MON-SAT CONTACT NEAREST FSS	PENSACOLA ATCT	
PINE HILL EAST & WEST	10,000	0700-2300 MON-FRI 0800-1500 SAT	ATLANTA CNTR	
ROSE HILL	8000	0600-2400 MON-FRI	JACKSONVILLE CNTR	
TYNDALL B	9000	INTERMITTENT SR-SS MON-FRI	TYNDALL APP	
TYNDALL C,D	300 AGL TO 6000	INTERMITTENT SR-SS MON-FRI	TYNDALL APP	
TYNDALL E,F	300 AGL	INTERMITTENT SR-SS MON-FRI	TYNDALL APP	
TYNDALL G	1000 AGL	INTERMITTENT SR-SS MON-FRI	TYNDALL APP	
TYNDALL H	9000	INTERMITTENT SR-SS MON-FRI	TYNDALL APP	

*Altitudes indicate floor of MOA. All MOAs extend to but do not include FL 180 unless otherwise indicated in tabulation or on chart.
†Other times by DoD NOTAM.

CAUTION: Severe turbulence may occur over rugged terrain. See AIM.



90 / 20 AGL ← IR30
90 --- Ceiling of MTR in hundreds of feet MSL
20 AGL --- Floor of MTR in hundreds of feet AGL

SPECIAL MILITARY ACTIVITY

The chart identifies IFR Military Training Routes and Military Operations Area within which the Department of Defense conducts periodic operations involving Unmanned Aircraft Systems. These aircraft may be accompanied by military or other aircraft which provide the pilots of the Unmanned Aircraft Systems visual observation information about other aircraft operations near them. Status of these routes and areas may be obtained by contacting the FAA/DoD facility on designated frequencies along the routes and as depicted on this chart. The lateral limits of these specified routes are shown by the Special Use Airspace symbol. Altitudes for these route segments are also shown.

Flight Following Services are available on request and highly recommended in and around Class B, C, and TRSA areas.

NEW ORLEANS VFR WAYPOINTS

VFR Waypoint names consist of five letters beginning with "VP". Stand-alone VFR Waypoints are portrayed on VFR Charts using the same four-point star symbol currently used for Instrument Flight Rules (IFR) Waypoints.

VFR Waypoints collocated with Visual Checkpoints (Visual Reporting Points) are portrayed with a Checkpoint flag. The VFR Waypoint name is shown in parentheses adjacent to the Visual Checkpoint name.

VFR Waypoint names are not intended to be pronounceable and shall not be used in ATC Communications.

VPGPT		N30°25.95' / W089°05.62'
VPLIP	PHILLIPS INLET	N30°16.23' / W085°59.25'
VPMAI		N30°50.02' / W084°56.63'
VPMOB		N30°23.00' / W088°31.72'
VPRAM		N30°18.95' / W089°35.88'
VPRER		N30°13.87' / W085°20.67'
VPRIV		N30°54.85' / W087°57.82'
VPSAW		N30°49.65' / W089°07.42'
VPTHR		N30°19.93' / W087°08.50'

CAUTION: GPS accuracy necessitates extra vigilance for other aircraft when navigating near any fix retrieved from a GPS database.

Features normally used as checkpoints for controlling VFR traffic are emphasized on this series of charts so they may be readily identified.

Example: POWER PLANT

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, AND U.S. FOREST SERVICE AREAS

The landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service or U.S. Forest Service without authorization from the respective agency. Exceptions include: 1) when forced to land due to an emergency beyond the control of the operator, 2) at officially designated landing sites, or 3) on approved official business of the Federal Government.

All aircraft are requested to maintain a minimum altitude of 2,000 feet above the surface of the following: National Parks, Monuments, Seashores, Lakeshores, Recreation Areas and Scenic Riverways administered by the National Park Service; National Wildlife Refuges, Big Game Refuges, Game Ranges and Wildlife Ranges administered by the U.S. Fish and Wildlife Service; and Wilderness and Primitive areas administered by the U.S. Forest Service. FAA Advisory Circular (AC) 91-36, "Visual Flight Rules (VFR) Flight Near Noise-Sensitive Areas," defines the surface as: the highest terrain within 2,000 feet laterally of the route of flight, or the upper-most rim of a canyon or valley.

Federal regulations also prohibit airdrops by parachute or other means of persons, cargo, or objects from aircraft on lands administered by the three agencies without authorization from the respective agency. Exceptions include: 1) emergencies involving the safety of human life, or 2) threat of serious property loss.

Boundary of National Park Service areas, U.S. Fish and Wildlife Service areas, and U.S. Forest Service Wilderness and Primitive areas.

Class G Airspace within the United States extends up to 14,500 feet MSL. At and above this altitude all airspace is within Class E Airspace, excluding the airspace less than 1500 feet above the terrain and certain special use airspace areas.

NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES

All aircraft operating in the U.S. national airspace, if capable, will maintain a listening watch on guard frequencies VHF 121.5 or UHF 243.0. It is incumbent upon all aviators to know and understand their responsibilities if intercepted. Review "AIM" section 5-6-2 for intercept procedures. Additionally, if U.S. military fighter jets intercept an aircraft and flares are dispensed in the area of that aircraft, aviators will pay strict attention, contact air traffic control immediately on the local frequency or on VHF guard 121.5 or UHF 243.0 and follow the interceptor visual ICAO signals. Be advised that non-compliance may result in the use of force.

FOR PROCUREMENT CONTACT:
FAA, National Aeronautical Navigation Services
REDIS / Distribution Team
10201 Good Luck Road
Glenn Dale, MD 20769-9700
Online at http://aeronav.faa.gov
Email 9-AMC-Chartsales@faa.gov
Telephone 1-800-638-8972
Fax 301-436-6829
or any authorized FAA Chart Agent

HIGH DENSITY HELICOPTER ACTIVITY AREA FREQUENCIES

FOURCHON, LA	122.85
GRAND ISLE, LA	129.1
HOUMA, LA	125.3
LEEVILLE, LA	123.075
VENICE, LA	123.0

REPORTING CHART ERRORS

You are requested to inform us of chart errors and/or additions that come to your attention while using this chart. Telephone toll free at 1-800-626-3677, or email us at 9-AMC-Aerochart@faa.gov. Frequently asked questions (FAQs) are answered on our website at http://aeronav.faa.gov. See the FAQs prior to contact via toll free number or email. Where delineation of data is required such information should be depicted clearly and accurately on a chart, a replacement copy will be returned. Mail to: FAA, National Aeronautical Navigation Services, SSMC-4, Sta. #3424, 1305 East West Highway, Silver Spring, MD 20910-3281.

CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all power transmission and telecommunication lines, terrain or obstacles which may be encountered below reasonable and safe altitudes.

NEW ORLEANS